

BookletChartTM

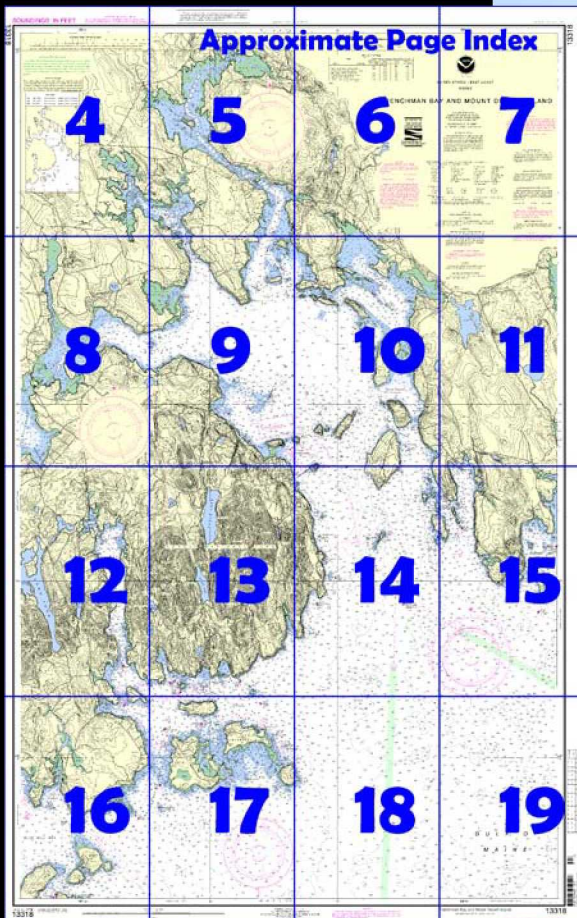
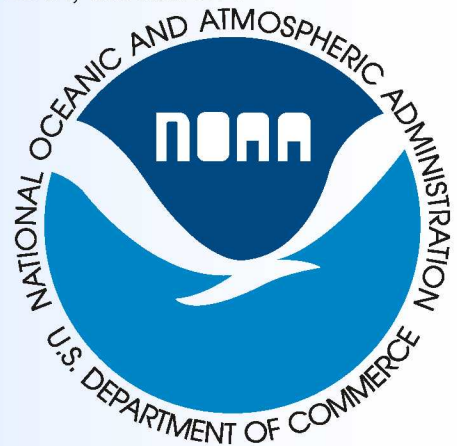
Frenchman Bay and Mount Desert Island

(NOAA Chart 13318)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

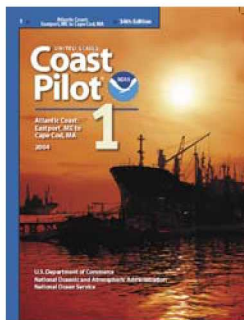
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 6 excerpts]

(89) **Ironbound Island**, 1.5 miles northward of Egg Rock Light, the largest of the islands in Frenchman Bay, is thickly wooded and has high vertical cliffs. **Cod Ledges**, eastward of Ironbound Island, have two critical spots covered 11 feet. Vessels should pass to the eastward of the buoy on the eastern side of the ledges. An unmarked shoal with a depth of 12 feet is about 300 yards off the east shore of Ironbound Island at a point 0.6 mile northeast of **Seal Cove**, a bight in the southern end of

the island.

(91) **Halibut Hole** is the passage between the north end of Ironbound Island and **Jordan Island**, 0.2 mile northeastward. The passage is deep and clear with the exception of a rock covered 19 feet on the northeast side of the passage, 200 yards off the south shore of Jordan Island. The

ledge shoals rapidly northward to the beach. The channel is southward of the rock.

Local magnetic disturbance

(92) Differences of as much as 3° from the normal variation have been observed in the vicinity of Jordan Island.

(93) **Stave Island Harbor** is an excellent harbor of refuge on the eastern shore of Frenchman Bay. The mainland is on the east, Jordan Island is on the south, and **Stave Island**, 1.4 miles north of Ironbound Island, is on the north. The anchorage has depths of 21 to 37 feet, soft bottom, and is sheltered from all except southwest winds; it is used considerably as an anchorage.

(94) The main entrance to Stave Island Harbor is between Stave and Jordan Islands. An unmarked rock, covered 25 feet, is nearly midway between Jordan and Stave Islands, the deeper channel being southward of it. **Yellow Island**, 200 yards westward from the north end of Jordan Island, is so named from the color of its rocks. The island is wooded. A ledge with a rock awash at low water is 150 yards south of Yellow Island. (95) Approaching Stave Island Harbor from southward, the mariner will find a broad, clear channel between Ironbound and Long Porcupine Islands; the approach northward of the Porcupines is also clear. The passage from Stave Island Harbor to Flanders Bay east of Stave Island is obstructed by **Stave Island Bar** and is navigable by small craft only at high water. The north end of the harbor eastward of Stave Island is shoal. There is a narrow channel into the harbor from southward over **Jordan Island Bar**, between Jordan Island and the mainland. The channel which is used only by small local craft has a depth of 5 feet 100 yards off Jordan Island.

(99) **Flanders Bay**, on the northeast side of Frenchman Bay, is protected by Stave and Calf Islands. An excellent anchorage may be found, but the bay is seldom used except by small craft. The villages of West Gouldsboro and East Sullivan are on the eastern shore. The bay can be entered through a narrow marked 8-foot channel across **Calf Island Bar** between Calf and Stave Islands, or around the northwest end of Calf Island. The channel northwest of Calf Island has the best water.

(106) **Eastern Point Harbor** is a sheltered anchorage for small craft between Waukeag Neck and the eastern half of **Preble Island**, 0.3 mile west of Calf Island. The head of the harbor is shallow and is separated from Sorrento Harbor by a partly dry reef. The cove on the northwest end of the harbor has been dammed up for a lobster pound. The pier close eastward of the pound has a reported depth of less than 1 foot at the end; gasoline and diesel fuel are available. The mean range of tide is 10.5 feet. (107) **Sorrento Harbor** is a small anchorage, used by small pleasure craft in summer, on the north side of Frenchman Bay north of Preble Island and **Dram Island**, 0.2 mile west of Preble Island. In bad easterly weather the excursion launches from Bar Harbor sometimes anchor here. (108) The entrance from southward, which favors Dram Island slightly, is about 125 yards wide between reefs that extend from Dram Island and Preble Island. The approach is marked by a fairway bell buoy. The entrance has a depth of 23 feet in midchannel. An aquaculture site is about 0.5 mile southeast of the buoy.

(109) The entrance from westward is about 75 yards wide between the 10-foot curves and has a depth of 15 feet in midchannel. A reef that uncovers extends about 150 yards from the north side of the entrance. The best water in this entrance is found about 100 yards from Dram Island on a 091° course. **Dram Island Ledge**, awash at low water, is 0.2 mile west of Dram Island; a buoy marks the ledge.

(112) The main entrance to Sullivan Harbor is between Bean Island and Crabtree Ledge. Vessels also can enter by the buoyed channel eastward of Bean Island, but this channel is seldom used. The channel from the entrance to Sullivan has ledges bare and covered on either side, but has ample depth and most of the dangers are marked.

(120) **Sullivan Falls**, locally known as **The Tidal Falls** are reversing falls in the constricted reach between **Crabtree Neck** and **Falls Point**, about 0.5 mile northwestward of **Ferry Point**. The channel through the falls is reported to have a depth of 10 feet, but is obstructed by ledges. The tidal currents are swift and dangerous.

Table of Selected Chart Notes

Corrected through NM Jul. 20/02
Corrected through LNM Jul. 9/02

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:40,000 at Lat. 44°23'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ellsworth, ME	KEC-93	162.40 MHz
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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the limits of Jordan Island.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.264' northward and 1.957" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subtm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

I

TIDAL INFORMATION

Place Name (Lat/Long)	Heights referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Bass Harbor (44°14' N/68°21' W)	10.8	10.3	0.4	-4.0
Southwest Harbor (44°16' N/68°19' W)	11.1	10.6	0.4	-4.0
Bar Harbor (44°24' N/68°12' W)	11.4	11.1	0.4	-4.0
Salsbury Cove (44°26' N/68°17' W)	11.5	11.0	0.4	-4.0
Sullivan (44°31' N/68°12' W)	11.4	10.9	0.4	-4.0
Winter Harbor (44°23' N/68°05' W)	11.0	10.5	0.4	-4.0

(602)

44°
35'

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point **SPEED** on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1 Chapter 6.

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

Joins page 8

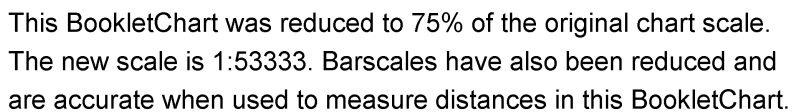
SCALE 1:40,000
Nautical Miles

See Note on page 5.



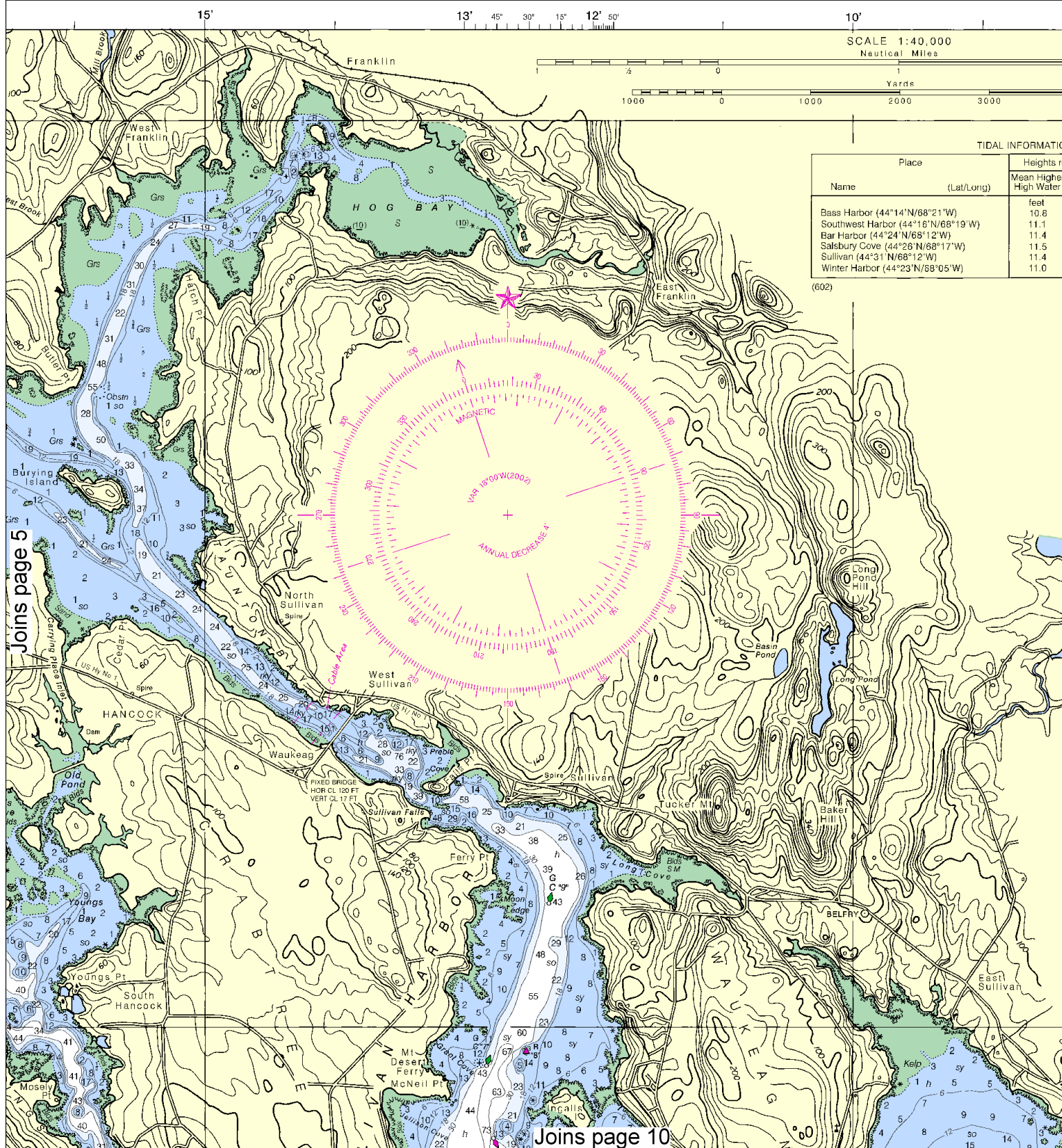
North

Formerly C&GS 306. 1st Ed., June 1885 KAPP 2010



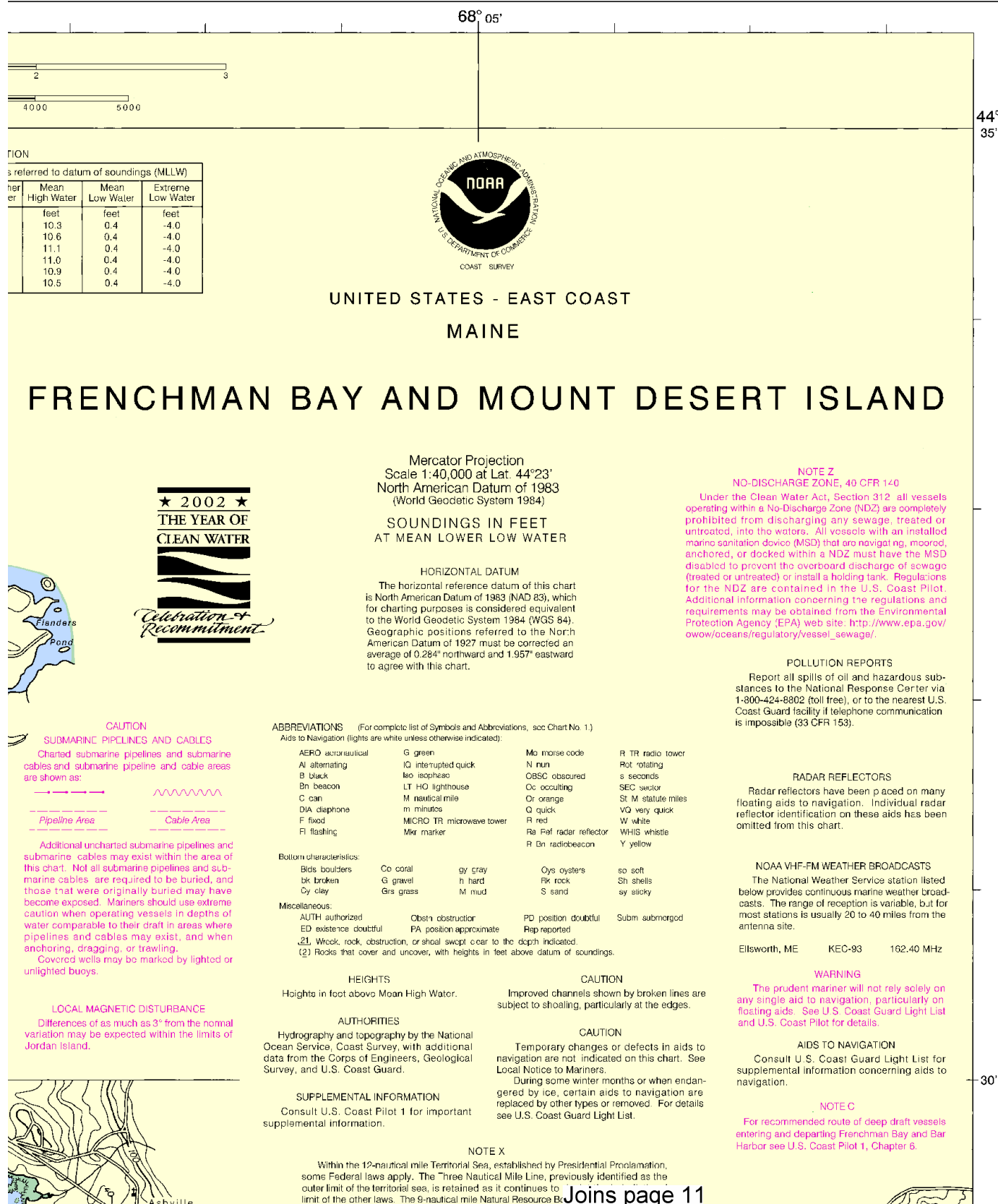
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Formerly C&GS 306. 1st Ed., June 1885 KAPP 2010

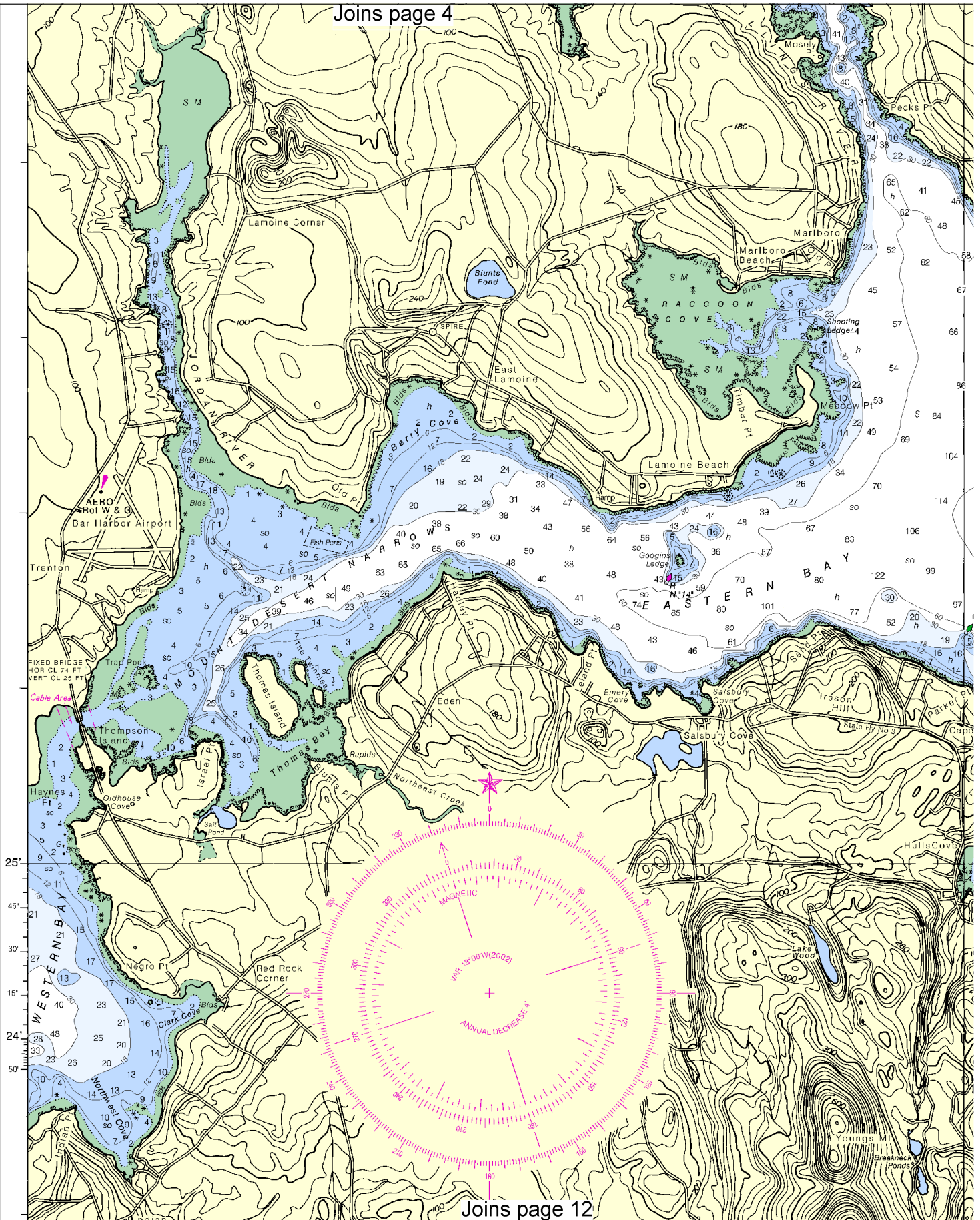


TIDAL INFORMATION		Heights in
Name	(Lat/Long)	Mean Higher High Water
Bass Harbor	(44°14'N/68°21'W)	feet
Southwest Harbor	(44°16'N/68°19'W)	10.8
Bar Harbor	(44°24'N/68°12'W)	11.1
Salsbury Cove	(44°26'N/68°17'W)	11.4
Sullivan	(44°31'N/68°12'W)	11.5
Winter Harbor	(44°23'N/68°05'W)	11.4
		11.0

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Joins page 12

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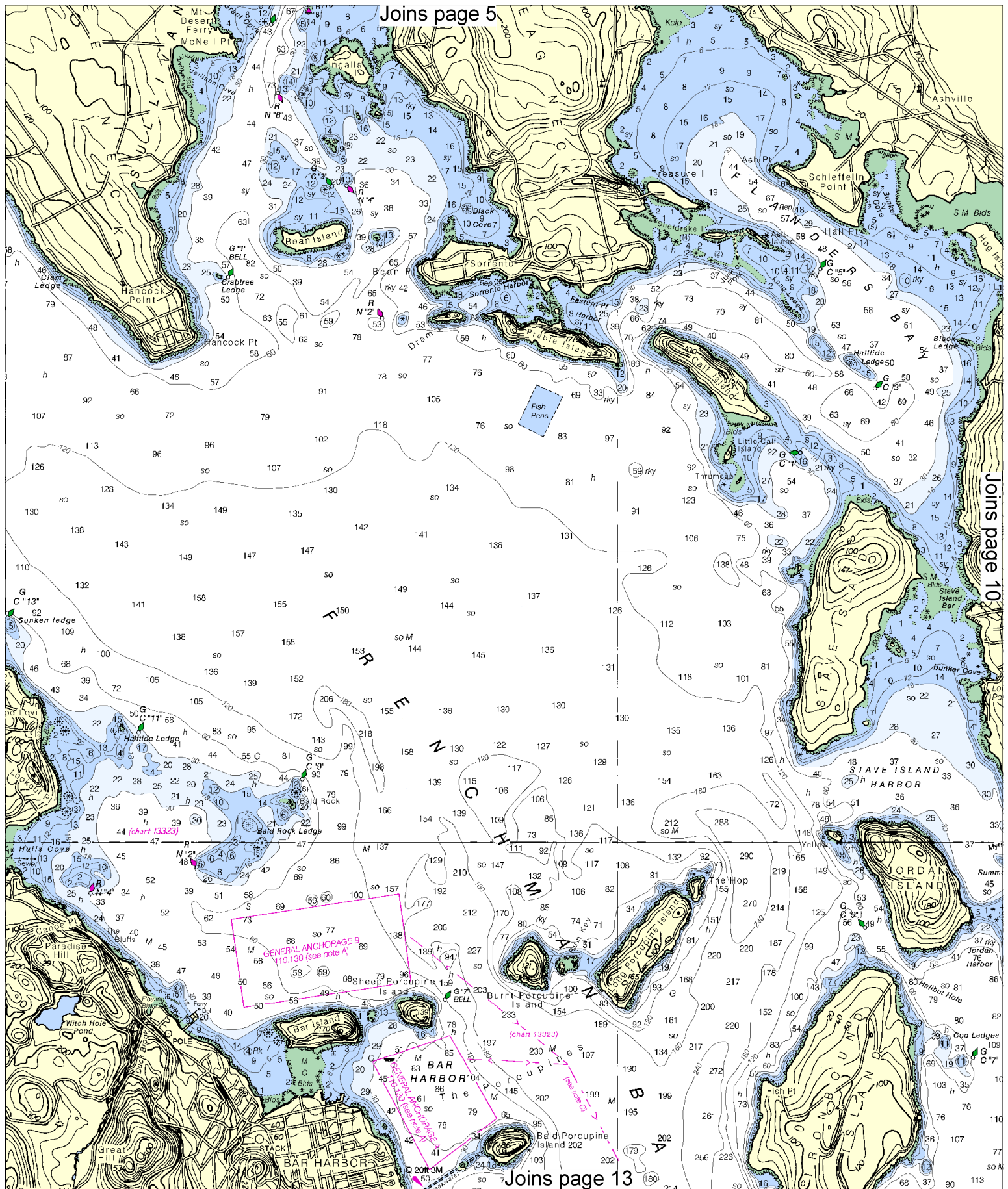


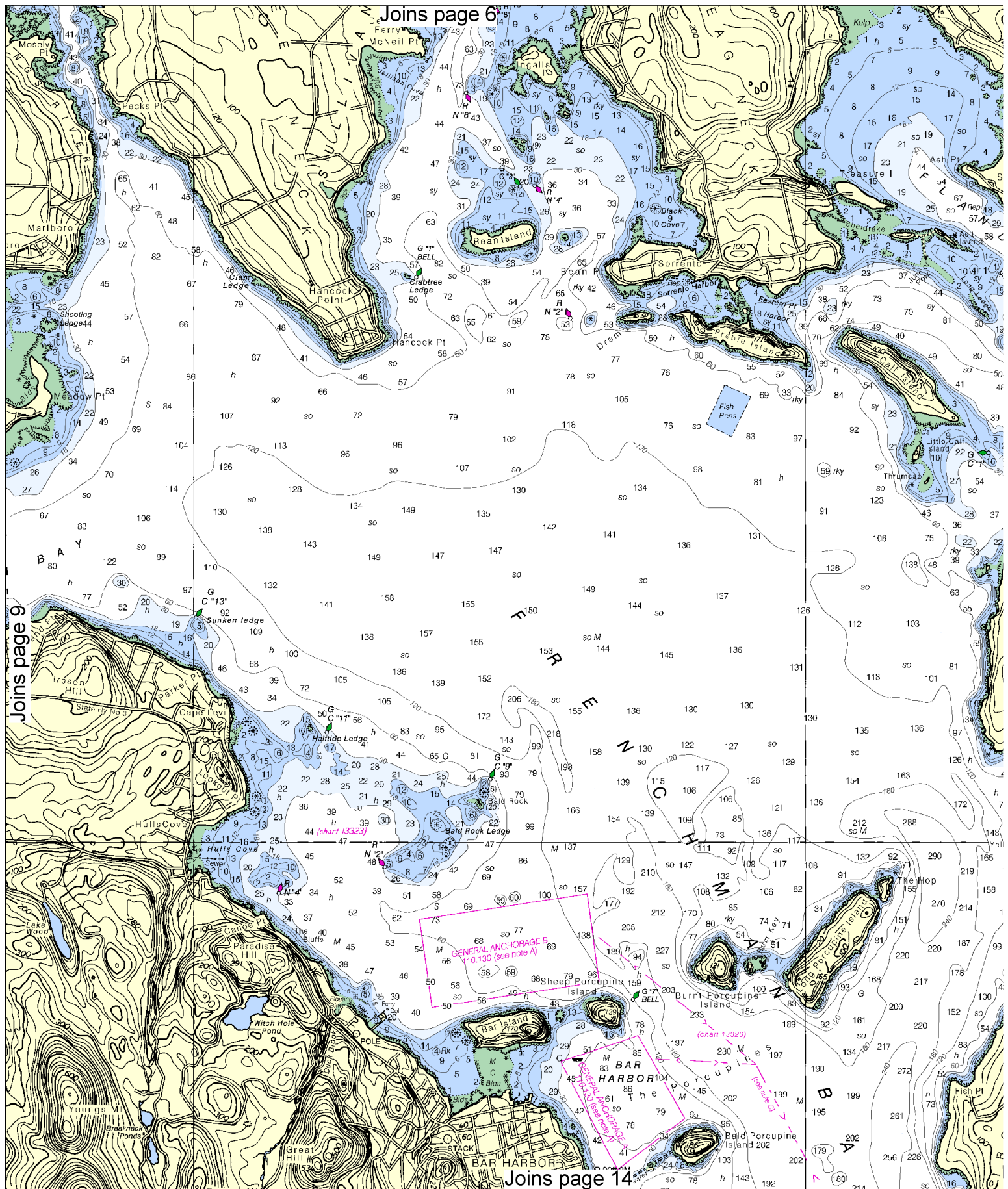
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







10



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SCALE 1:40,000
Nautical Miles

See Note on page 5.



Consult U.S. Coast Pilot 1 for Joins page 7 (other types or removed). For details at Guard Light List.

NOTE X

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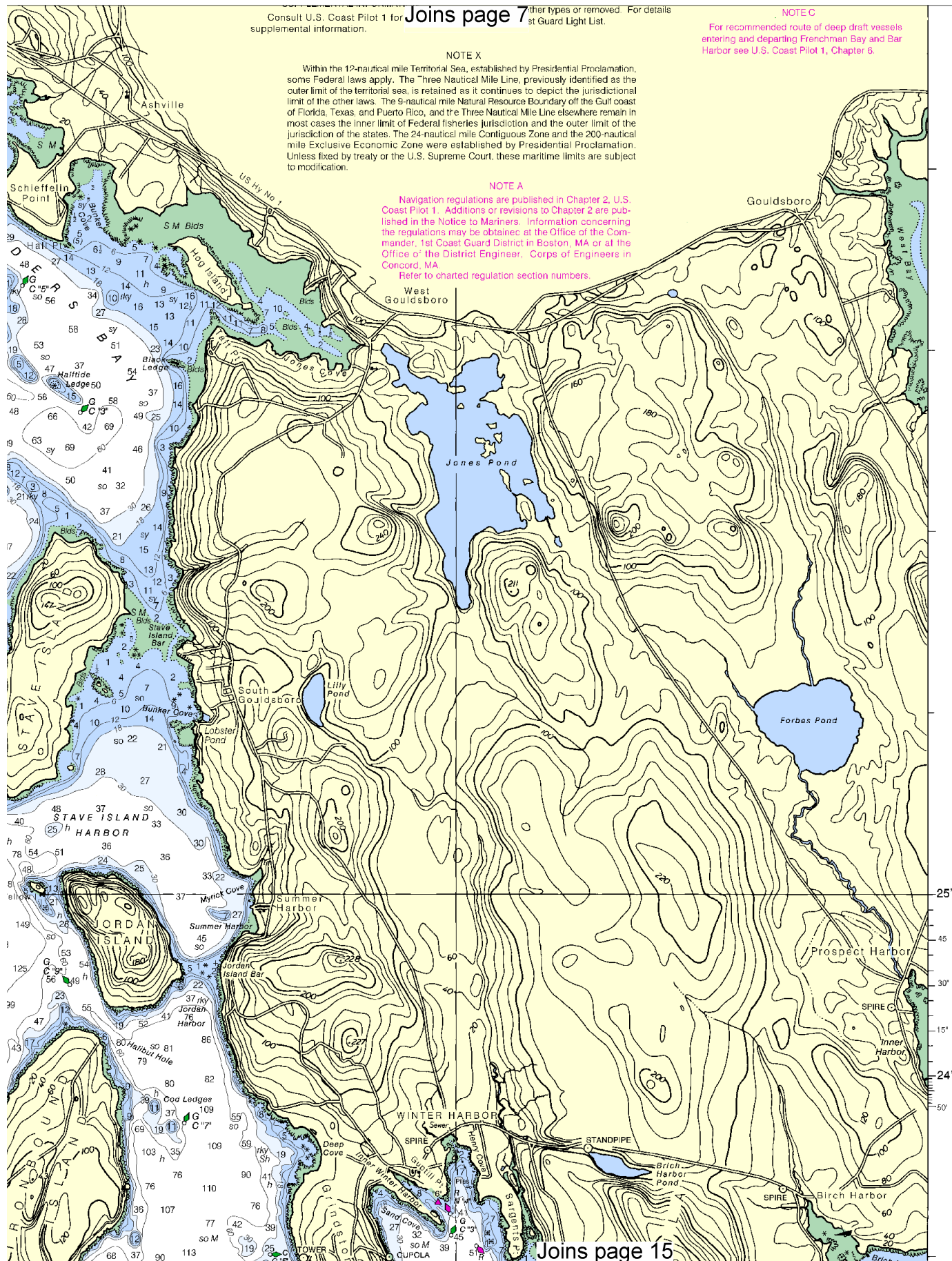
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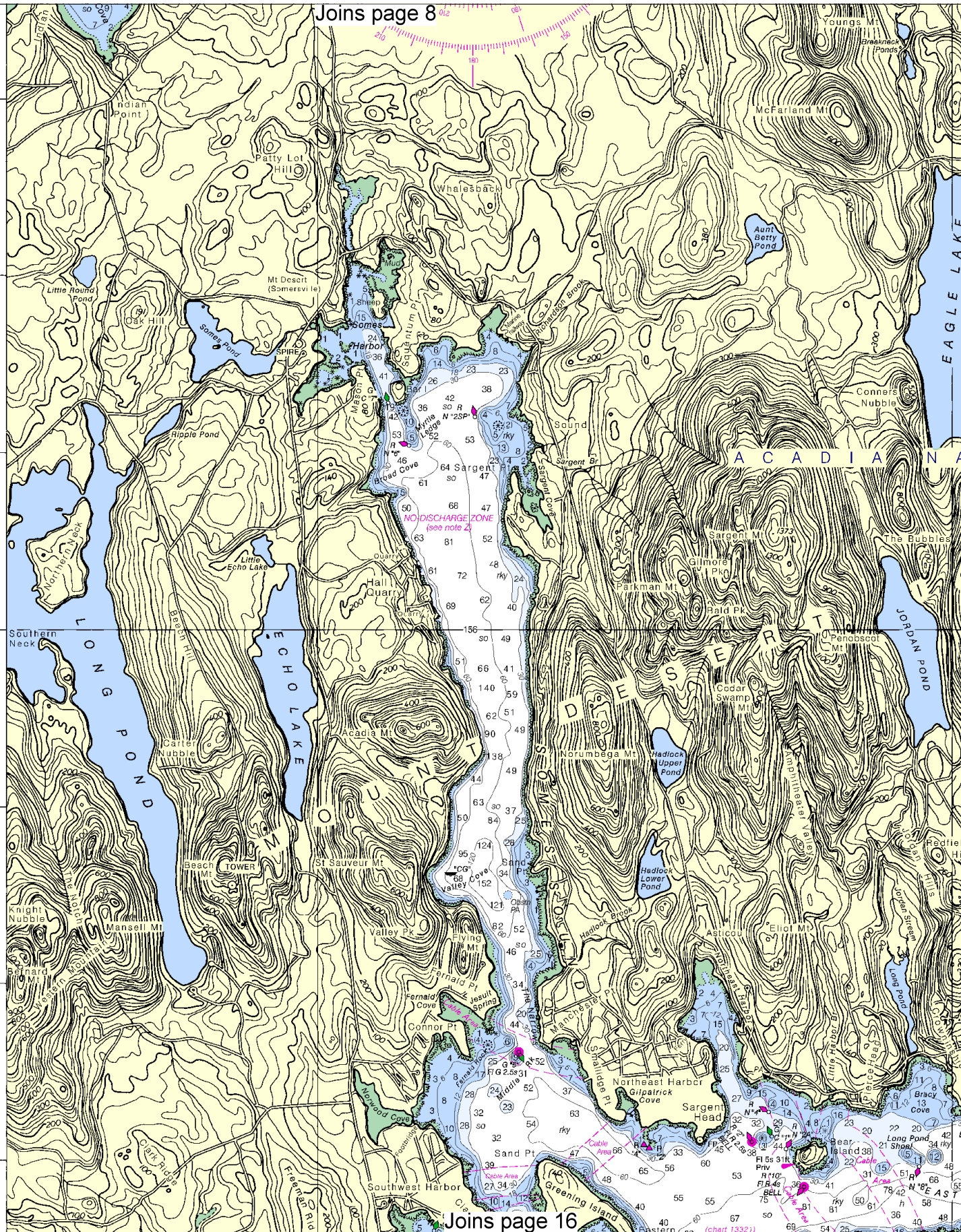


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JOINS CHART 13316

20'



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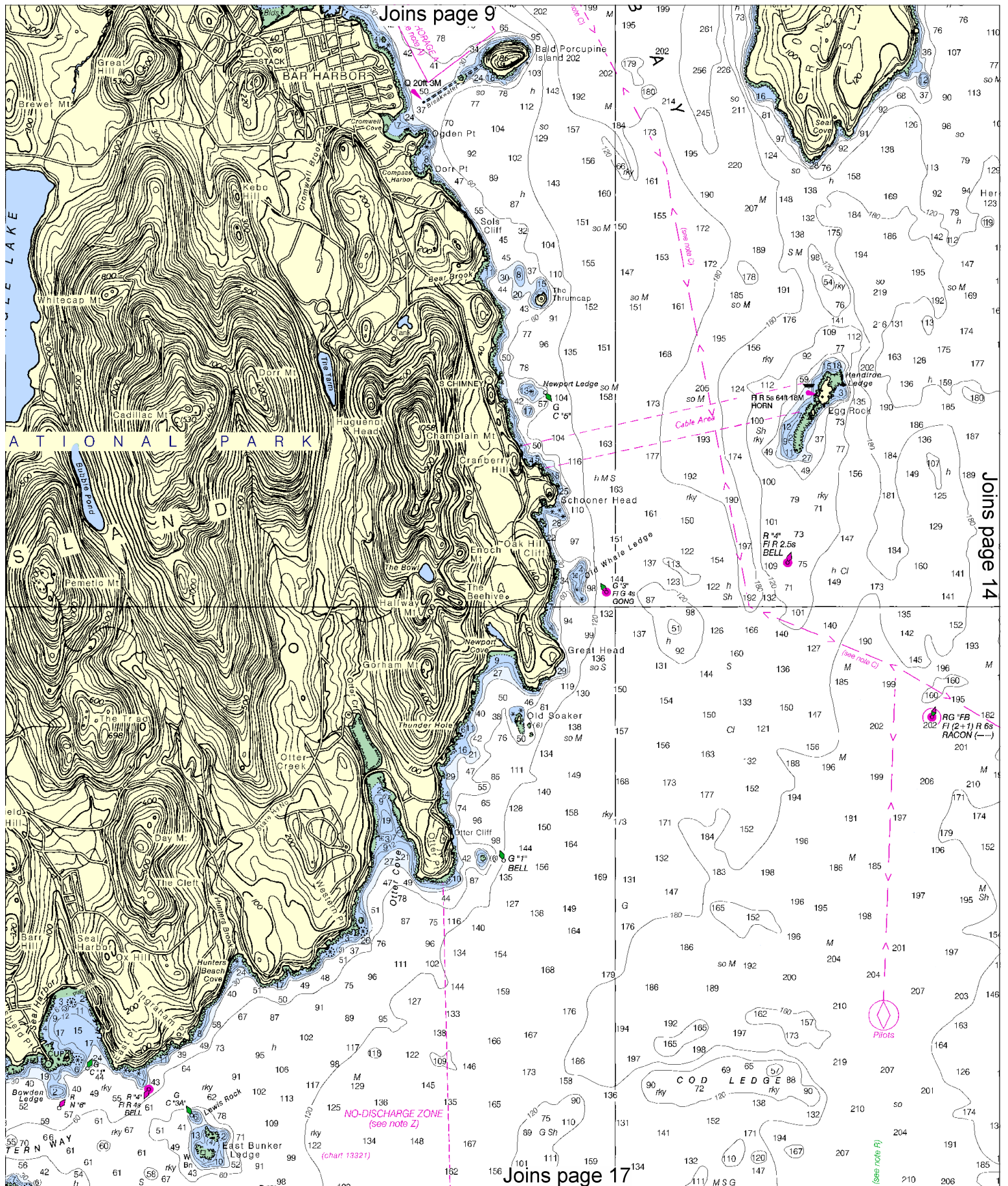


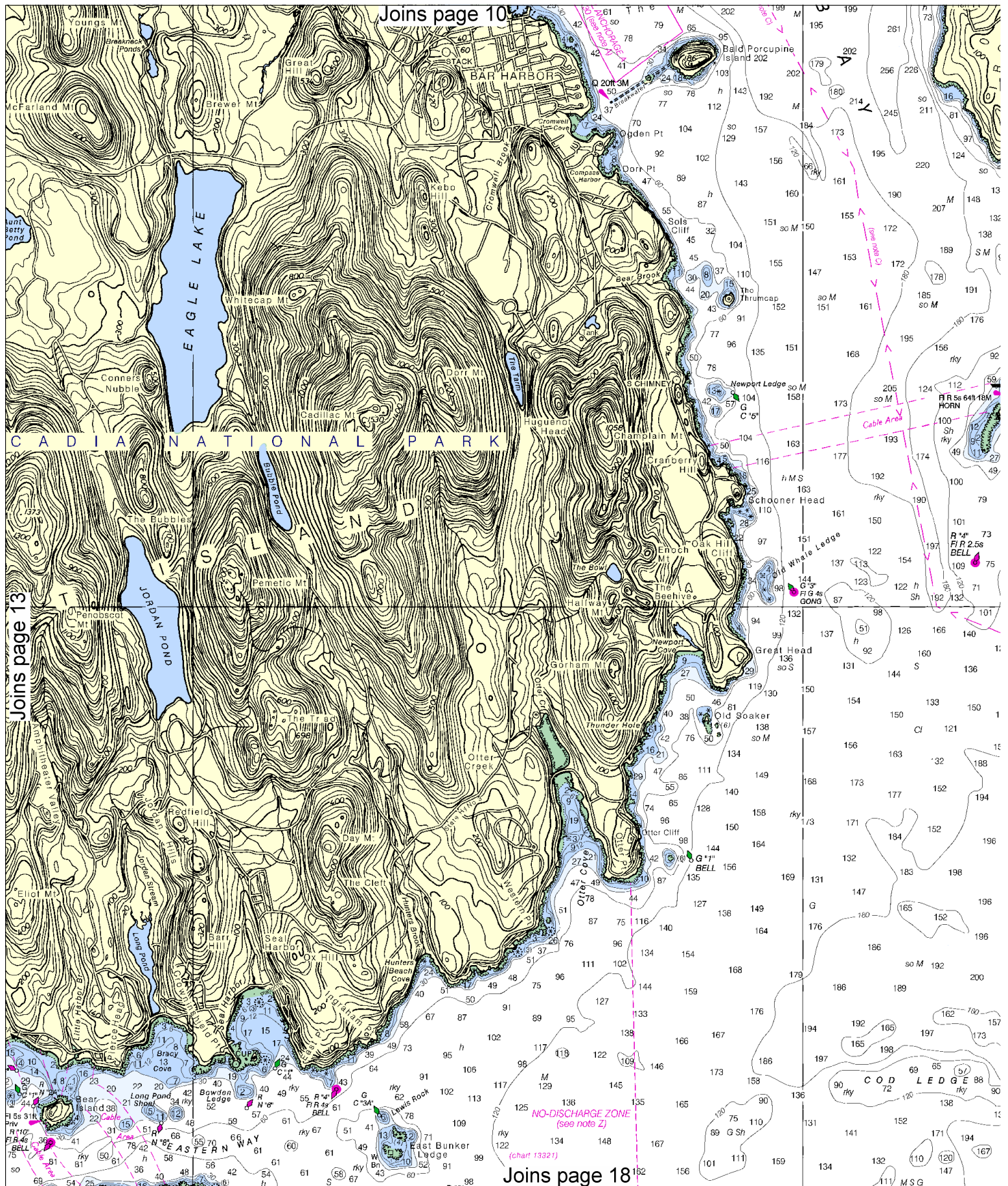
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







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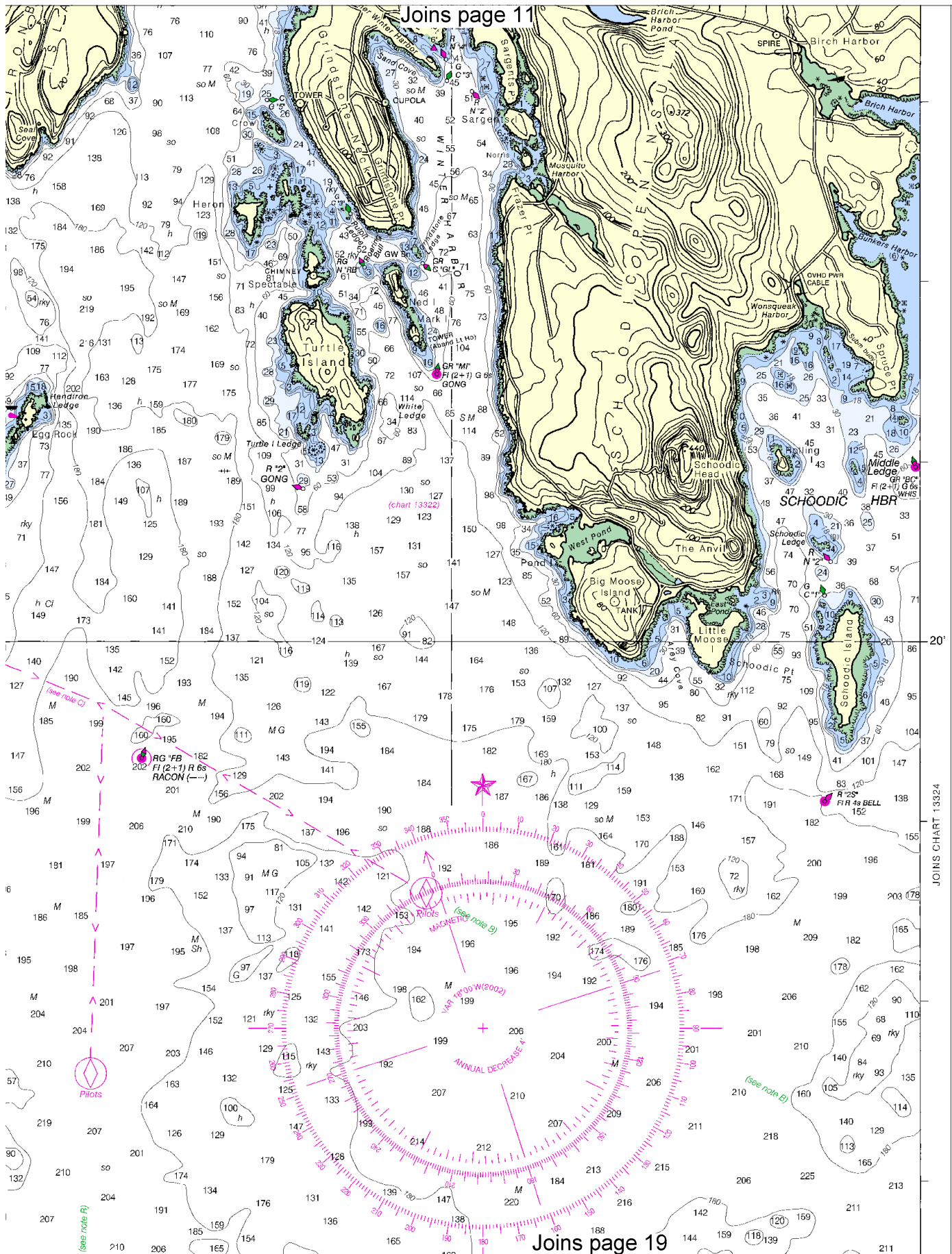


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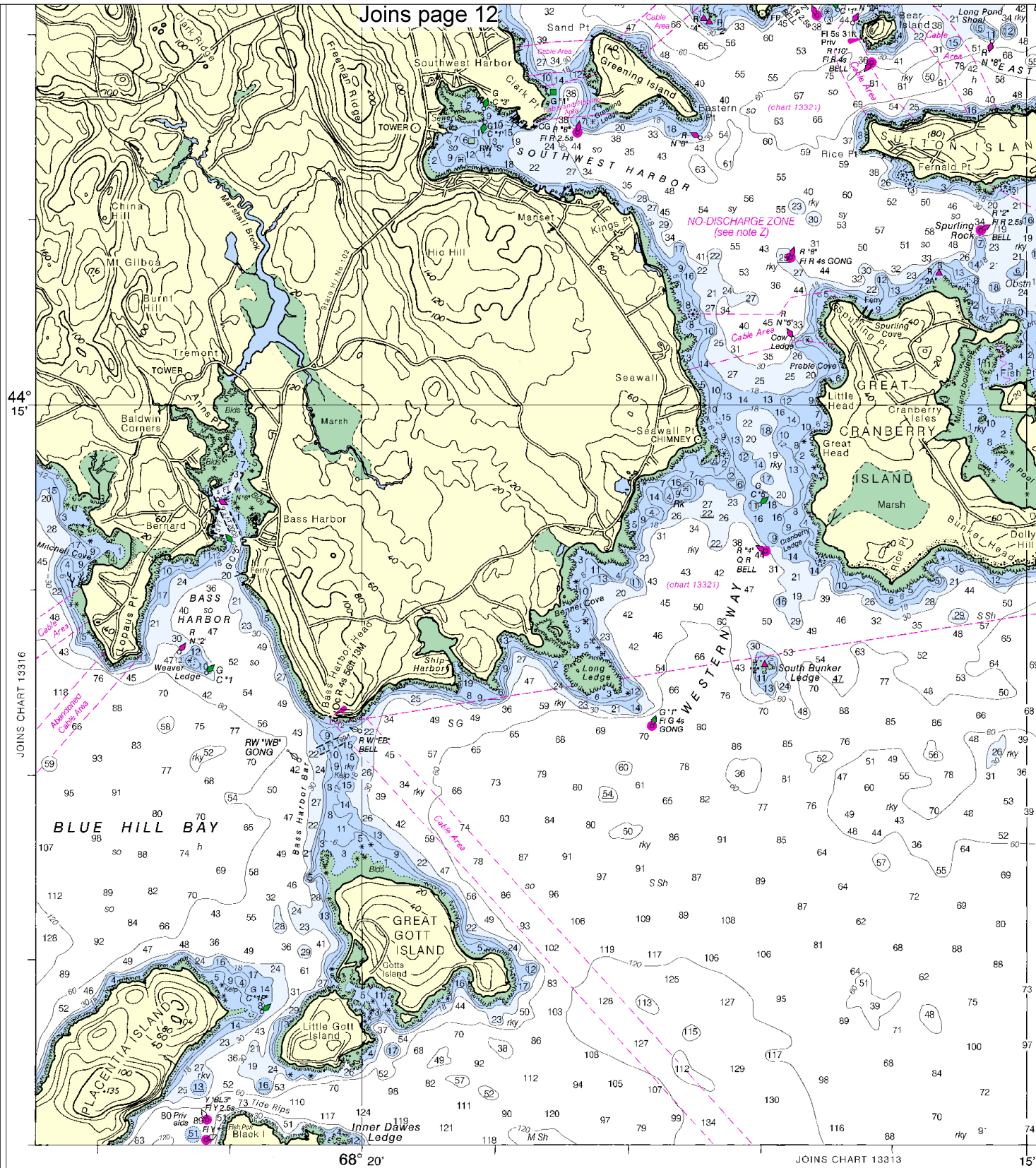
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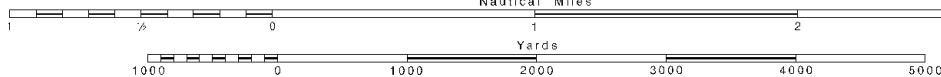
Joins page 12



18th Ed., Aug. /02
13318

Corrected through NM Jul. 20/02
Corrected through LNM Jul. 9/02

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Nautical Miles

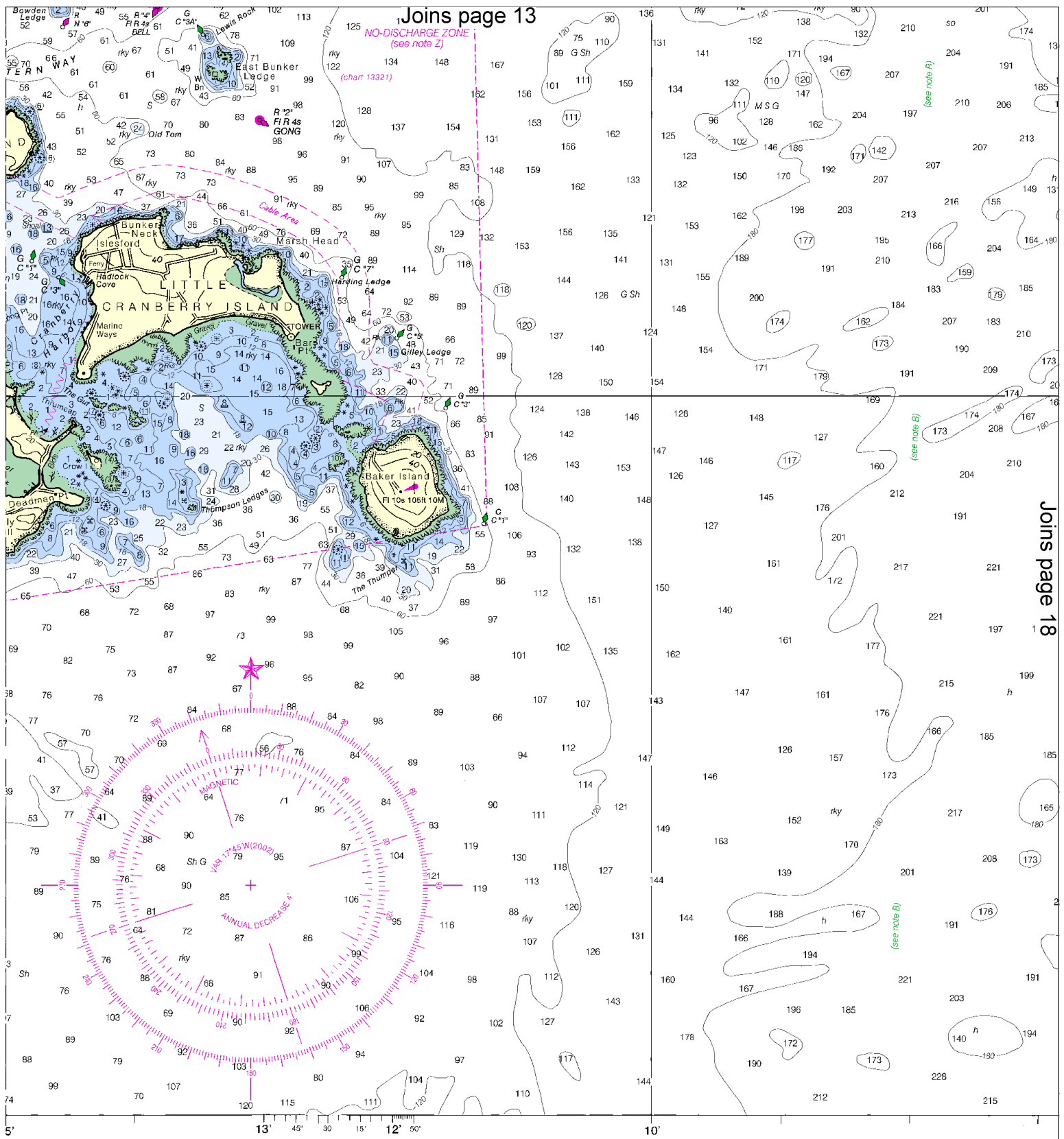


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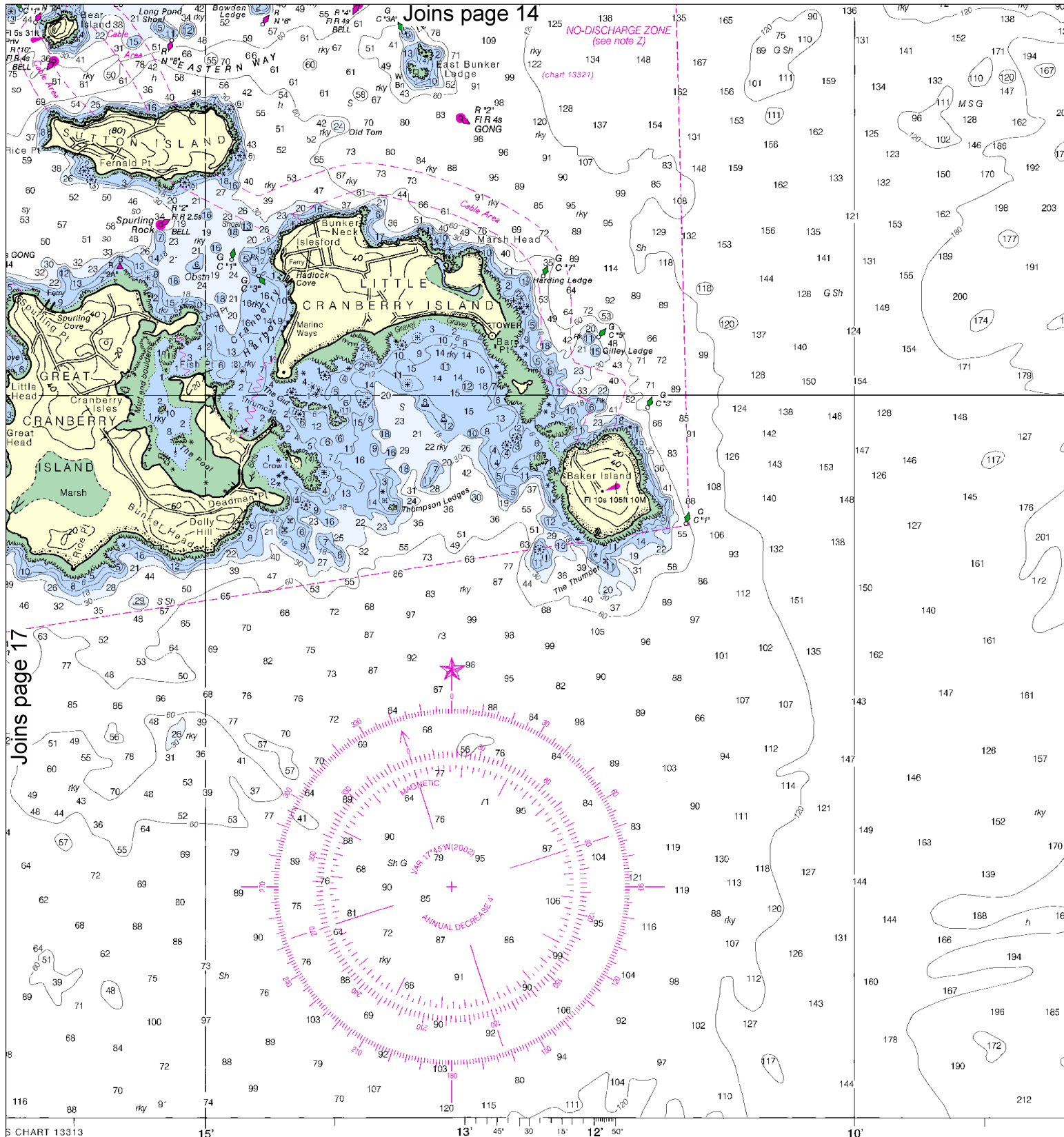
See Note on page 5.





Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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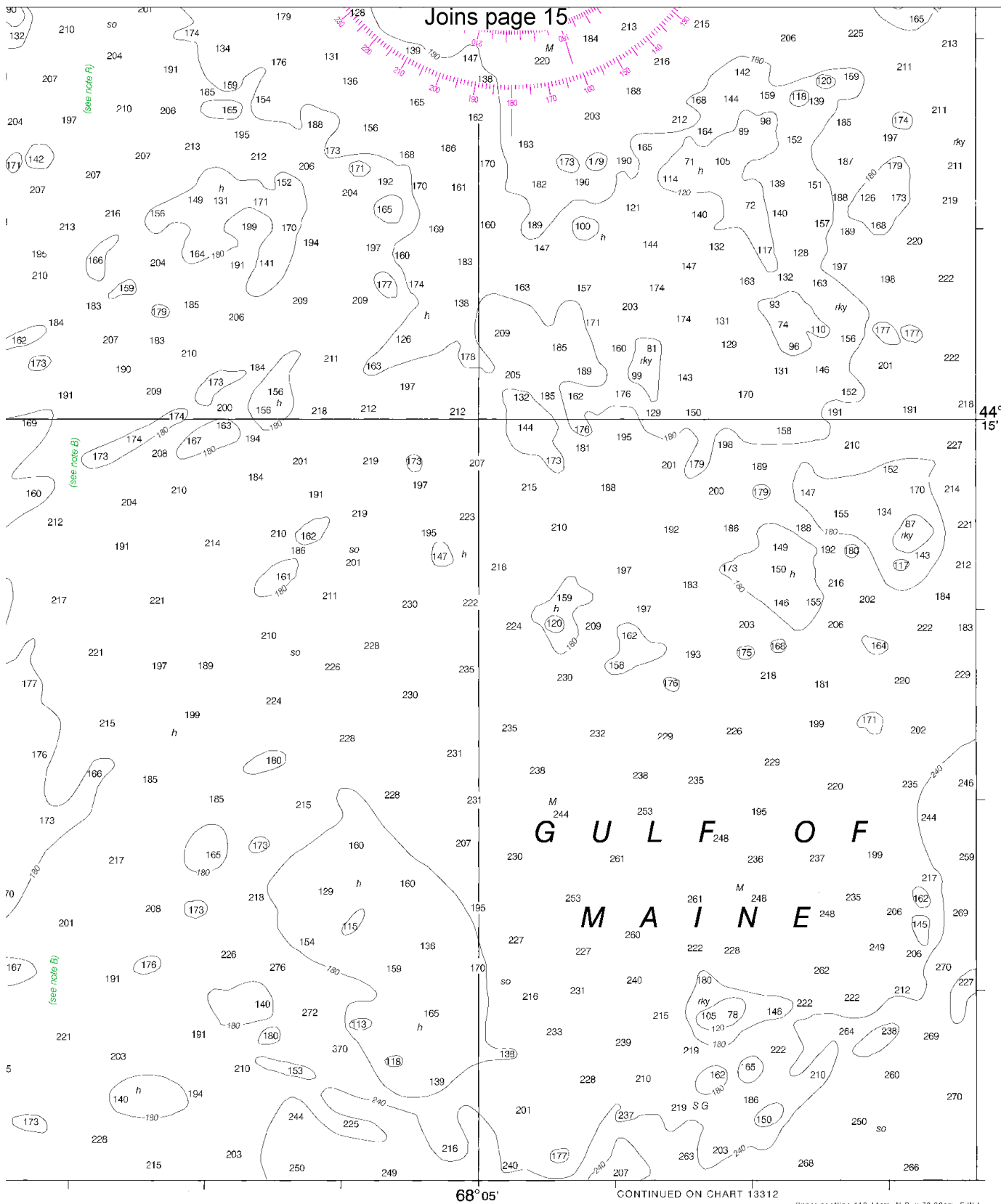


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7



ED. NO. 18



NSN 7642014010478
NIMA REFERENCE NO. 13XHA13318

to Mariners (NM) published
roy and the Local Notice to
Coast Guard district to the

Frenchman Bay and Mount Desert Island
SOUNDINGS IN FEET - SCALE 1:40,000

13318

SOUNDINGS IN FEET

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Southwest Harbor – 207-244-4204

Coast Guard Station Southwest Harbor – 207-244-4270

Maine Marine Patrol – 800-452-4664

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.